

## **REPORTS FROM OFFICERS**

### **8. REPORT OF GENERAL MANAGER**

**No reports this round**

### **9. REPORT OF DIRECTOR BUSINESS SERVICES**

#### **9.1 Reports Requested**

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#### **Attachments**

Status list of reports requested (contained within this report)

#### **Report**

Attached for the information of Councillors is a status list of reports requested of Council as at 17 November 2015.

#### **Officer's Recommendation**

That the information be noted.

#### **Council Meeting 15 December 2015 (Matheson/Thompson)**

That the Officer's Recommendation be adopted.

#### **Council Resolution Minute Number 236**

That the Officer's Recommendation be adopted.

## ATTACHMENT 1

### Reports Requested as at 17 November 2015

*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
11.02.14 MO 3714105	CCS20.1 - That a report be presented at the end of the 2014 season comparing the financial returns with the previous returns from 2013 regarding the Wests Tigers proposed hire fee. <b>Comment:</b> on hold.	CS	March 2016
03.06.14 BT 3859092	CS3.5 - That a report be provided examining the feasibility of establishing an 'artist walk' as part of the new street scape in Queen Street, Campbelltown. <b>Comment:</b> proposal cannot be undertaken until City Works report on footpath upgrades is completed.	CS	March 2016
29.7.14 PL 3934158	CG3.3 - Report identifying alternative methods for managing the hire of Council's sporting fields. <b>Comment:</b> Sport and Recreation plan currently being commissioned.	CS	February 2016
24.04.15 MO 4275729	CS2.1 - That a further report be provided to Council: <ul style="list-style-type: none"> <li>• outlining the National Disability Insurance Scheme transition process once this information becomes available.</li> <li>• on the Regional Assessment Service once details on the funding and service requirements are available.</li> </ul> <b>Comment:</b> Information not available at this time to report NDIS transition.	CS	February 2016
21.07.15 WG 4388307	CS8.1 - That a report be presented outlining the feasibility of supporting major local sporting bodies that attempt to acquire defibrillators. <b>Comment:</b> Report provided to Community Services meeting held 8 December 2015 - Item 6.1.	CS	

*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
12.11.13 WG 3563387	CW1.2 - Further report on the findings of the Expressions of Interest for footpath reconstruction in Queen St Campbelltown. <b>Comment:</b> Report provided to City Works Committee meeting held 8 December 2015 - Item 1.3.	CW	
06.05.14 PL 3815091	CW5.2 - That a report be presented outlining the feasibility and cost of purchasing and erecting electronic signs in the Campbelltown Local Government Area along major transport corridors, to promote Council and other community events. <b>Comment:</b> Report provided to City Works Committee meeting held 8 December 2015 - Item 1.2.	CW	
18.08.15 PH 4439247	CW1.4 - That a further report be tabled for Council consideration upon completion of the specialist consultant's investigations on possible large scale reforms to the street lighting network and on the option of converting the complete network to an LED solution and possible Council ownership of the network. <b>Comment:</b> Report drafted, awaiting briefing date.	CW	April 2016

*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
18.6.13 PL 3450946	CG3.1 - Further report following expressions of interest on the ground lease in Blaxland road. <b>Comment:</b> Subject to marketing timeframe.	BS	February 2016
29.7.14 PL 3934173	CG2.2 - Further report prior to entering into a licence agreement for the provision of a coffee cart operation within the Campbelltown Civic Centre building. <b>Comment:</b> Undertaking an amended marketing campaign through an agent for a café opportunities on Council land.	BS	February 2016
16.09.14 GG 3998030	DR9.4 - 1. That Council provide support for the Werriwa ACLGP Committee to submit an application for funding to install a 9 metre tapered white powder coated flagpole, plaque and Lone Pine seedling at the Soldiers Memorial Park, Ingleburn. 2. That in recognition of Council's belief in the principle of transparency and prudent decision making, a report be presented to this Council highlighting how this rose garden came about and detailing the events associated with the construction of the rose garden. <b>Comment:</b> Part 1 complete. Still awaiting the outcome of the investigation.	BS	February 2016
14.10.14 RK 4033794	CG2.3 - 4. That a further report will be submitted to Council once a draft VPA/Infrastructure Services Delivery Plan (ISDP) have been finalised which will deal with the compulsory acquisition/land transfer issues concerning the whole of the Claymore Urban Renewal Project. <b>Comment:</b> Still in the process of finalising the VPA/ISDP with Urban Growth. Currently awaiting response from Urban Growth.	BS	March 2016
17.02.15 PH 4188336	CG2.1 - That Council note the information contained in this report and that a further report be submitted to Council once the Roads and Maritime Services has made an offer for the compulsory acquisition of the land. <b>Comment:</b> RMS has indicated it will compulsorily acquire the land. This is a 6-9month process.	BS	June 2016

*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
13.12.11 BT 3421776	2.4PE - Further Report detailing the outcome of all submissions received as a result of the public exhibition of all Menangle Park documentation. <b>Comment:</b> discussions between the General Manager and State Government regarding infrastructure are yet to occur.	PE (EP)	March 2016
13.12.11 RK 3421767	2.5PE - Report following the exhibition period detailing all submissions and the outcomes of the exhibition - Draft Macarthur Precinct DCP. <b>Comment:</b> Placed on hold pending the outcome of Glenfield-Macarthur Urban Renewal Corridor.	PE (EP)	April 2016
5.6.12 RK 3068270	PE5.2 - Report outlining the role, procedures and limits of authority of the Land and Environment Court in so far as they affect amendments to development applications made as part of the Court proceedings. <b>Comment:</b> further information is being investigated and considered.	PE (DS)	February 2016
18.6.13 RK 3451045	PE2.4 - Report identifying what impact the creation of the Local Land Services will have on the Campbelltown LGA. <b>Comment:</b> Rating structure report not yet released by Government.	PE (EP)	April 2016
16.7.13 RK 3483315	PE4.1 - Further report to review implementation of the draft Swimming Pool Barrier Inspection Program including the cost and resourcing implications after 12 months of the programs implementation. <b>Comment:</b> Trial completed mid December 2014, information being collated. Additional time required to assess impact of the implementation of the provisions of the <i>Swimming Pools Act 1992</i> requiring pool owners to obtain a Certificate of Compliance before selling or leasing their property commencing on 29 April 2016	PE (CS)	August 2016
14.10.14 CM 4033787	CG6.1 - 1. That a report be presented on the development application process, particularly as it relates to residential and small business, regarding: (i) DA approval times – including a comparison to Camden and the councils that fall within the Group 7 Metropolitan Fringe category of the Office of Local Government's Comparative Data publication. (ii) The types of developments which require approval in Campbelltown but do not require approval in other similar councils (e.g. Group 7 councils and Camden). 2. That Council contact the NSW Business Chamber and the local Chambers of Commerce and report on their suggestions regarding: (i) How Council could streamline the DA process for small business. (ii) Any developments currently requiring approval which they believe would be appropriate to be made exempt. <b>Comment:</b> Investigating further exempt opportunities. Letters sent to NSW Business Chamber and local Chambers of Commerce on 22 July providing 28 days for response - still waiting for responses.	PE (DS)	February 2016

*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
21.07.15 MO 4388310	PE5.1 - That a report be presented outlining how Council monitors and controls Affordable Housing properties in terms of occupancy and rental pricing. <b>Comment:</b> Report provided to the Planning and Environment Committee meeting held 8 December 2015 - Item 3.2.	PE (DS)	
18.08.15 MO 4439120	PE4.2 - That a further report be provided to Council on the re-establishment and amendment of the Alcohol Free Zones at the completion of the period for comment by the organisations/groups. <b>Comment:</b> Report provided to the Planning and Environment Committee Meeting held 8 December 2015 - Item 4.2.	PE (CS)	
27.10.15 GG 4526199	PE5.2 - That Council's Public Notification Policy, in respect to Development Applications, be reviewed and a report provided back to Council recommending options for a more comprehensive community notification process.	PE (EP)	February 2016



*Date of Decision *Mover *DocSet	Item/Comments	Div.Resp	Comp Date
29.7.14 PL 3934241	CW5.1 - detailed report on the Leumeah Sports Precinct by the Strategic Planner for a new 40,000 seat sporting/entertainment complex with parking facilities to include both the eastern and western side of the railway line. <b>Comment:</b> scoping investigations proceeding.	Strategy (DSt)	March 2016
29.7.14 GG 3939939	PE5.3 - Report investigating possible further partnerships with University Western Sydney, Campbelltown and Campbelltown TAFE. <b>Comment:</b> Awaiting outcome of further discussions with TAFE and UWS concerning potential economic development initiatives. UWS Vice Chancellor Professor Glover presented a briefing to the Councillors in May on initiatives by UWS. Continues to be under investigation. Strategic partnerships involving WSU's Innovation Corridor Strategy and Campbelltown/Macarthur Integrated Health Hub under active examination.	Strategy (DSt)	March 2016
17.02.15 GG 4189107	PE3.3 - 3. That a future report be presented to the Council which investigates options and identifies practical limits for a core Campbelltown CBD precinct, for the purposes of permanently varying the commercial parking rates within that precinct. <b>Comment:</b> Investigation to be undertaken in conjunction with review of Parking and Traffic Study for CBD. Parking strategy project brief has been distributed, awaiting EOI - scheduled for completion in January 2016.	Strategy (DSt)	February 2016
24.04.15 GG 4275787	PE2.6 - The Council receive a further report on a proposal to establish a Business Advisory Board following further consultation with the Campbelltown and Ingleburn Chambers of Commerce. <b>Comment:</b> Continues to be under investigation.	Strategy (DSt)	March 2016

## **9.2 Progress Report: Amounts Expended on Providing Facilities and Payment of Expenses - Mayor, Deputy Mayor and Councillors November 2015**

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### **Attachments**

Nil

### **Report**

On 15 September 2015, Council reviewed its policy concerning payment of expenses and provision of facilities to the Mayor, Deputy Mayor and Councillors.

Section 217 (a1) of the *Local Government (General) Regulation 2005* requires councils to include additional information for inclusion in annual report:

- (a1) details of the total cost during the year of the payment of the expenses of, and the provision of facilities to, councillors in relation to their civic functions (as paid by the council, reimbursed to the councillor or reconciled with the councillor), including separate details on the total cost of each of the following:
  - (i) the provision during the year of dedicated office equipment allocated to councillors on a personal basis, such as laptop computers, mobile telephones and landline telephones and facsimile machines installed in councillors' homes (including equipment and line rental costs and internet access costs but not including call costs)
  - (ii) telephone calls made by councillors, including calls made from mobile telephones provided by the council and from landline telephones and facsimile services installed in councillors' homes
  - (iii) the attendance of councillors at conferences and seminars
  - (iv) the training of councillors and the provision of skill development for councillors
  - (v) interstate visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses
  - (vi) overseas visits undertaken during the year by councillors while representing the council, including the cost of transport, the cost of accommodation and other out-of-pocket travelling expenses



- (vii) the expenses of any spouse, partner (whether of the same or the opposite sex) or other person who accompanied a councillor in the performance of his or her civic functions, being expenses payable in accordance with the *Guidelines for the payment of expenses and the provision of facilities for Mayors and Councillors for Local Councils in NSW* prepared by the Director-General from time to time
- (viii) expenses involved in the provision of care for a child of, or an immediate family member of, a councillor, to allow the councillor to undertake his or her civic functions.

These expenses are calculated on a monthly basis and reported to Council. Expenses for the month of November 2015 were as follows:

### **Expenses**

1.	<b>Training Seminars and Conferences</b> Cost for November 2015.	\$6,186
2.	<b>Staff</b> Personal Secretary for the Mayor on a shared basis with the General Manager, together with Receptionist shared with Corporate Services. Apportioned cost for November 2015.	\$5,046
3.	<b>Stationery and Postage</b> Cost of Mayoral and Councillors' stationery, business cards and postage expenses. Approximate cost for November 2015.	\$7
4.	<b>Periodicals</b> Cost of annual subscriptions. Cost for November 2015.	\$178
5.	<b>Meals</b> Provision of meals in conjunction with Council and Committee Meetings and Inspections. Cost for November 2015.	\$2,420
6.	<b>Refreshments</b> Provision of refreshments in the Mayor's Suite and Councillors' Lounge and Civic Receptions. Cost for November 2015.	\$750
7.	<b>Insignia of Office</b> Replacement costs Mayoral robes, chain, badge and name plates. Cost for November 2015.	\$127
8.	<b>Travelling Expenses for Use of Private Vehicle</b> Reimbursement of travelling expenses on authorised Council business. Claims submitted for November 2015.	\$350

### **Provision of Facilities**

1.	<b>Accommodation</b> Office located on the Third Floor of the Administration Building - costs are included in total maintenance and operating expenses of the Administration Building and apportioned on an area basis (3.5%). Cost for November 2015.	\$5,145
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|----|---|---------|
| 2. | <b>Communication System</b><br>Mobile telephone, personal computer or a laptop, personal digital assistant and combined printer, copier, scanner, facsimile machine and telephone answering machine provided for the Mayor and Councillors.<br>Cost of equipment for November 2015 in accordance with Councillors Policy. | \$1,522 |
| 3. | <b>Office Equipment</b><br>Facsimile machines, photocopier and telephone facilities for the Mayor and Councillors at the Civic Centre. Cost for November 2015.  | \$463   |
| 4. | <b>Council Vehicle</b><br>Costs associated with the use of Council vehicles by the Mayor and Councillors on authorised Council business. All usage is subject to the prior approval of the Mayor. Cost for November 2015.   | Nil     |
| 5. | <b>Internet Facilities</b><br>Costs associated with the provision of internet facilities in accordance with Council's Policy. Cost for November 2015.   | \$1,021 |
| 6. | <b>Care Expenses</b><br>Costs associated with care arrangements including childcare expenses and the care of elderly, disabled and/or sick immediate family members.<br>Cost for November 2015.   | Nil     |

The total cost for the payment of expenses and provision of facilities to the Mayor, Deputy Mayor and Councillors for November 2015 amounted to \$23,215.

### **Officer's Recommendation**

That the information be noted.

### **Council Meeting 15 December 2015 (Borg/Lound)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 237**

That the Officer's Recommendation be adopted.

## **10. REPORT OF DIRECTOR CITY WORKS**

### **10.1 City Works Activity Report**

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#### **Attachments**

Activity Report (contained within this report)

#### **Report**

Works activities are proceeding to program and on demand and are outlined in the Activity Report. Statistics on graffiti are also presented in the Activity Report. It should be noted that the Activity Report continues to be reviewed to better reflect the areas and program/projects being undertaken by Council.

#### **Officer's Recommendation**

That the information be noted.

#### **Council Meeting 15 December 2015 (Bricevic/Kolkman)**

That the Officer's Recommendation be adopted.

#### **Council Resolution Minute Number 238**

That the Officer's Recommendation be adopted.

# ATTACHMENT 1

**OPERATIONAL SERVICES SECTION** (Reporting period 26 October 2015 to 22 November 2015)

## GRAFFITI

The Graffiti Action Team has for the period undertaken the following graffiti tasks to various Council assets. Downtime due to inclement weather conditions.

Area	Jan to March 2014	Apr to June 2014	July to Sept 2014	Oct to Dec 2014	Jan to March 2015	Apr to June 2015	July to Sept 2015	Oct 2015	Nov 2015
Area 1	1573	2343	3301	2706	2959	2212	2770	777	1087
Area 2	1169	1946	2228	2309	3285	1534	3260	311	974
Area 3	435	492	848	570	1384	1122	1453	300	463
Area 4	887	2102	2368	1852	2730	1888	2429	404	1195
Total	4044	6883	8745	7437	10358	6756	9912	1792	3719

Council's contractor has removed 7sqm of graffiti from Council's public facilities throughout the local government area.

During the reporting period 2 Graffiti Removal Kits have been requested by the Community.

Jan to March 2014	Apr to June 2014	July to Sept 2014	Oct to Dec 2014	Jan to March 2015	Apr to June 2015	July to Sept 2015	Oct 2015	Nov 2015
13	18	16	12	32	4	22	1	2

## OPEN SPACE

Activity	Area 1	Area 2	Area 3	Area 4	Total
Servicing of Parks and Reserves (Sites)	90	41	41	32	204
Road Verges (Sites)	43	19	19	31	112
Community/Childcare Centre's (Sites)	2	2	5	1	10
Servicing Laneways (Sites)	103	108	43	0	254
Litter/Rubbish Pickup	68	68	26	18	180
Herbicide Spraying (hrs)	34	25.5	8.5	8.5	76.5
Mulching (m <sup>3</sup> )	0	0	0	0	0
Garden Maintenance	0	0	0	0	0
Garden Refurbishment	0	0	0	0	0
Top Dressing (hrs)	0	0	0	0	0
Aeration of Fields	0	0	0	0	0
Sharps Pickup	0	0	0	0	0
Pathway Requests	13	8	4	8	33
Tractor Road Verge (Sites)	22	8	1	10	41
Tractor Servicing Parks and Reserves (Sites)	28	31	37	18	114
Cemetery	0	0	0	0	0
Fire Hazard Reduction	0	4	1	0	5
Road Crews Servicing Parks	0	0	0	0	0
Refilling of Sandpits	0	0	0	0	0

## HORTICULTURE

Activity	Area 1	Area 2	Area 3	Area 4	Total
Servicing of Parks and Reserves (Sites)	29	25	23	17	94
Road Verges (Sites)	22	15	21	21	79
Community/Childcare Centre's (Sites)	9	12	11	7	39
Cemetery	0	0	0	0	0
Tractors Servicing Sporting Fields	32	26	36	28	122
Litter/Rubbish Pickups (hrs)	25	37	24	19	105
Herbicide Spraying (hrs)	20	25	35	25	105
Mulching (m <sup>3</sup> )	0	0	0	0	0
Garden Maintenance (Sites)	52	27	31	32	142
Garden Refurbishment (Sites)	3	2	0	0	5
Top Dressing (tonne)	2	4	16	11	33
Aeration of Fields (Sites)	0	3	10	9	22
Sharps Pickups	0	0	0	0	0
Miscellaneous Requests	4	5	3	1	13
Refilling of Sandpits	0	3	0	0	3
Plumbing	18	10	19	11	58
Placing of goal posts (Sites)	0	0	0	0	0
Cricket Wicket Maintenance	25	26	44	27	122

## HORTICULTURE ACTIVITIES

**Koshigaya Park** - The landscaping and electrical work for the Christmas tree has now been carried out.

**HMAS Sydney** - Planting and mulching of the site has been completed.

**Apex Park** - Preparation for stage one is complete. Landscaping and mulching for stage one will be undertaken within the next two weeks.

**Mulching** - Mulching activities in various locations within Glen Alpine have been conducted.

**Mawson Park** - The refurbishment and additional planting of existing gardens within Mawson Park has commenced.

## COUNCIL TREE INSPECTIONS

Activity	Area 1	Area 2	Area 3	Area 4	Total
Contract	13	17	30	15	75
Council	81	44	60	33	218
Termites	0	1	0	1	2
Plumber - Sewer Chokes	0	0	0	0	0
N/A	6	5	9	8	28
HOLD	0	0	1	1	2
Total	100	67	100	58	325

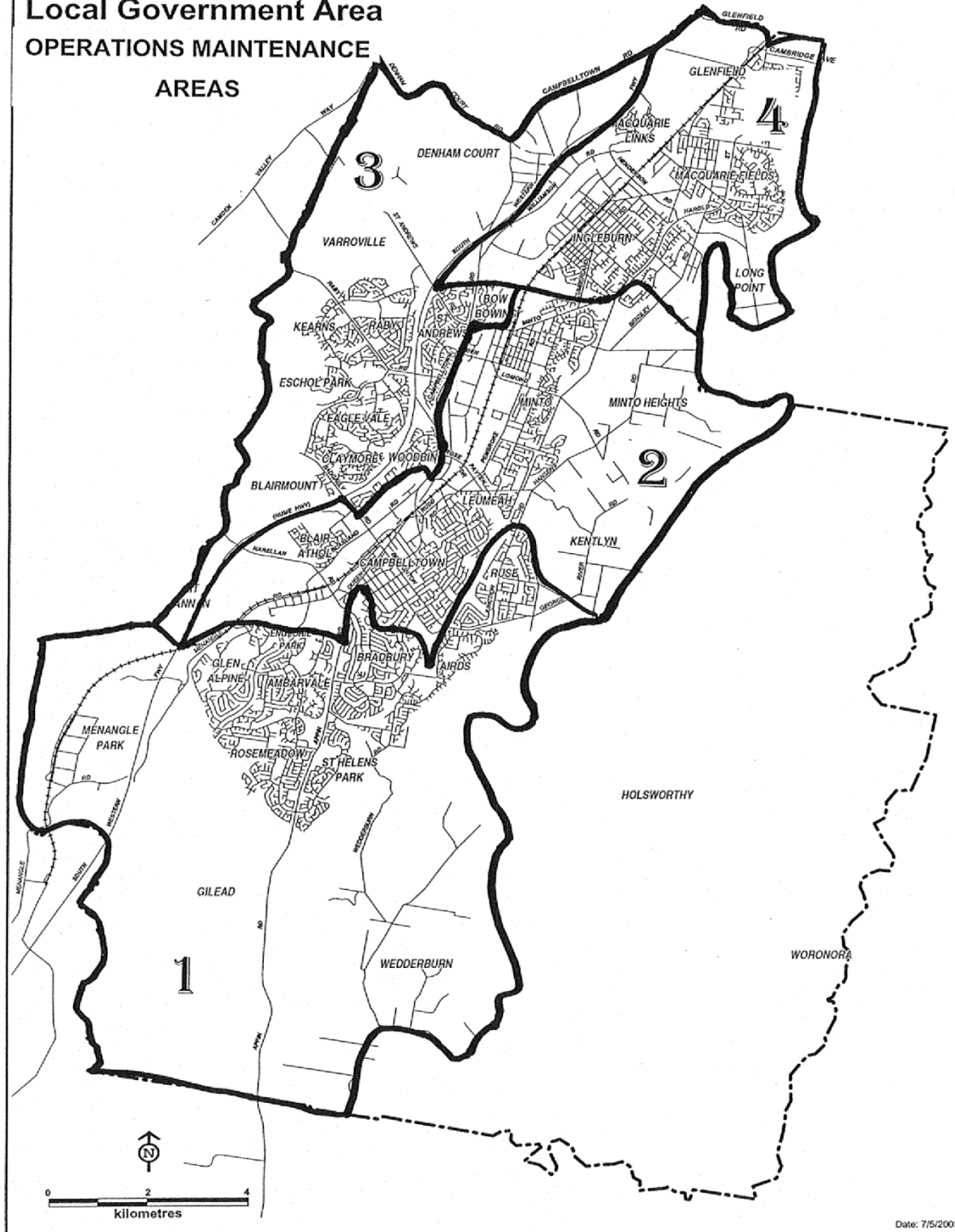
## PRIVATE PROPERTY TREE INSPECTIONS

Activity	Area 1	Area 2	Area 3	Area 4	Total
Private Trees	15	9	6	25	55

# Campbelltown City Council Local Government Area

## OPERATIONS MAINTENANCE

### AREAS



## ROADS AND DRAINAGE

### A. HEAVY PATCHING - Roads And Footpaths

Activity	Area 1	Area 2	Area 3	Area 4	Total
Road repairs heavy patching (sqm)	24	86	146	76	332
Road restorations (sqm)	14	14	6	0	34
AC Base Course Total (T)	9	23	26	12	70

### B. MINOR PATCHING - Roads And Footpaths

Activity	Area 1	Area 2	Area 3	Area 4	Total
Pot holes (no.)	110	83	370	166	729
Edge breaks (LM)	54	21	44	39	158
Restorations (sqm)	40	61	27	5	133
Car parks pot holes (no.)	81	259	0	9	349
Trip Hazard Footpaths (no.)	0	8	0	0	8

### C. ROADS RESERVE OPENING & RESTORATIONS

Activity	Area 1	Area 2	Area 3	Area 4	Total
Vehicle crossings constructed	14	17	22	15	68
Telstra Inspections	1	0	4	2	7
Sydney Water inspections	0	1	2	1	4
Endeavour Energy Inspections	0	2	1	0	3
Jemena Gas Inspections	2	1	3	0	6
NBN	0	0	10	0	10
Customer & Road Opening requests	2	4	8	3	17

### D. MULTI FUNCTIONAL VERGE

Activity	Area 1	Area 2	Area 3	Area 4	Total
Cleaning of gross pollutant trash	2	1	0	0	3
Pits cleaned by hand or suction	61	27	187	17	292
Tail out drains/headwalls	3	12	0	5	20
Removal of waste matter (m <sup>3</sup> )	3	26	11	25	65
Flushing of stormwater lines (LM)	2070	500	350	950	3870
Underpass (drainage) cleaning	0	2	0	2	4
Trip hazards/footpath hazards	8	23	4	9	44
Dead animals removed	4	2	0	3	9
Parra webbing drainage	1	4	0	11	16
Sign retrievals and straightening	3	0	4	0	7
Syringes	5	164	5	0	174
Deliver and set up at venues	5	4	0	2	11
Paver repairs (sqm)	0	0	5	0	5
Oil/ paint spill/debris on road	2	6	5	2	15
Median cleaning/poisoning (LM)	392	5	224	327	948
Guide Posts	1	2	0	1	4



**E. STREET ACCESSORIES - Sign Manufacturer**

Activity	Area 1	Area 2	Area 3	Area 4	Total
Regulatory signs	2	14	18	4	38
Street signs	11	6	0	3	20
Ordinance signs	0	4	0	0	4
Directional signs	0	0	0	0	0
Warning signs	2	5	0	0	7
Community signs	0	4	0	0	4
Various council signs	6	6	6	6	24
Council special events	0	48	0	0	48
Banners/ Posters	0	0	0	0	0
Various Stickers / Labels	0	0	0	0	0
Total	21	87	24	13	145

**Sign Erection**

Activity	Area 1	Area 2	Area 3	Area 4	Total
Regulatory signs	73	77	0	57	207
Street signs	17	9	9	14	49
Ordinance signs	32	25	12	4	73
Directional signs	13	7	7	9	36
Warning signs	15	16	8	6	45
Community signs	56	30	4	10	100
Various council signs	0	0	0	0	0
Banner / Bin Installation	6	6	0	0	12
Graffiti Removal (sqm)	30	31	0	0	61
Works orders (traffic)	0	0	0	4	4
Bollard replacement/ repair	26	23	12	12	73
Line Marking/Car Park (sqm)	5	6	0	0	11

**F. FOOTPATH RECONSTRUCTION PROGRAM 2015 – 2016**

Stage 1A - 95% complete.

Stage 1B - 50% complete.

Stage 2 - 56% complete.

**G. NEW FOOTPATH CONTRUCTION PROGRAM 2015 – 2016**

Stage 1A - 60% complete.

Stage 1B - 0% complete.

**H. KERB AND GUTTER RECONSTRUCTION 2015 – 2016**

Stage 1 - 66% complete.

Stage 2 - 96% complete.

**I. ROADS PROGRAM 2015 – 2016**

70% complete.

**J. OPERATIONS MINOR WORKS**

**HMAS Sydney Memorial** - 100% complete.

**Ingleburn CCTV Cameras** - 60% complete.

**Campbelltown CCTV Cameras** - 35% complete.

**Pedestrian Refuge Islands Evelyn Street, Macquarie Fields** – 100% complete.

**Solar Lighting Therry Road, Campbelltown** – 100% complete.

#### **K. CAPITAL WORKS**

**Eagle Vale Drive Road Stage 3 (Widening and Roundabout)** - 82% complete.

**Eagle Vale Drive Road (Wynn Street to Badgally Road)** – 30% complete.

**John Kidd Reserve Recreational Play Area** – 99% complete, pending final turf installation.

**Beverley Road Extension between Chamberlain and Warby Streets** – 100% complete.

**Noorumba Fire Trail Drainage Works and Embankment Stabilisation Works** – 0% complete. Pending environmental assessment.

**Lynwood Park Soccer Synthetic Turf Installation** – 72% complete.

#### **PLUMBERS ACTIVITIES REPORT**

Irrigation Works - Council's irrigation team has been involved in maintenance activities and system checks across the LGA, works have involved changing sprinkler heads, repairing leaks, pump systems, damaged pipes, wiring problems and testing of systems.

#### **WORKSHOP ACTIVITIES REPORT**

Vehicles/Plant and Equipment, reported here, are items that have accrued abnormal downtime due to awaiting parts/service from suppliers or priorities.

<b>Plant No</b>	<b>Item</b>	<b>Reason - Area of Repair</b>	<b>Repairer</b>	<b>Down Time Hrs</b>
<b>9203.02</b>	Reach Mower	Excessive boom movement	CCC Workshops and Supplier	<b>390 hrs</b>

The following is a breakdown of the work performed since the last report **26 October – 22 November 2015**.

<b>9203.02</b>	The reach mower had worn out the bushes and pins in the main boom. Repairs are complete. Currently awaiting solenoid, which activates the front PTO (flail operation). Estimated delivery early December.
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All previous reported repairs have been completed and vehicles/plant are back in service.

Tyre Repairs	42
Services carried out	46
Repairs to trucks	39
Repairs to heavy plant	22
Repairs to trailers	12
Tractors/implements	21
SES repairs	0
RFS repairs	3
Small plant repairs	64
Repair to cars	9
Repairs to mowers	38
Repairs to sweepers	4
Pathway requests (completed)	7

Of the reported repairs above 12 were out in the field.

The Workshops Solar panel main power switch was turned off. As a result the total amount remains the same as the previous month at **57,987 kWh** back to the grid.

The Workshop has also carried out the following duties:

- Manufacture and repair of various gates, locks, lock boxes and grates.
- Trailer repairs and modifications.
- Manufacture and repairs of truck bodies.

## HAZARD REDUCTION PROGRAM

**Hazard Reduction Burning** - No hazard reduction burning has been conducted in the reporting period.

**Asset Protection Zones Maintenance** - 17 hazard reduction treatments were completed in the reporting period, totalling an area of 9.9 hectares with 428 assets protected.

**Fire Trails** No fire trail maintenance has been undertaken in the reporting period.

**Fire Trail Gates** - 1 new gate has been installed on St Helens 1.8 fire trail.

## Facilities Support Services

Customer Requests	
Sporting Clubs with overdue keys	42 Clubs with 432 keys outstanding
Key access renewals, issues, alarm codes and access	620
Request for access to Council Reserves	5

## **ASSETS AND SUPPLY SERVICES**

### **Procurement and Contract Management Services**

#### **Tenders/Quotes/Expressions of Interest and Agreements:**

##### **Tenders/Quotes currently being prepared:**

- Q15/30 Visual Defects Assessment for Road Pavements and Surfacing
- T15/16 Irrigation Services
- T15/17 Traffic Signals on Eagle Vale Drive
- T15/19 Supply and Construct Recycling Shed at SITA site
- T15/20 Design and Construct Workshop at SITA site
- T15/31 Plumbing Services
- T15/32 Building Demolition Services
- T16/01 Roofing Services

##### **Tenders/Quotes currently advertised:**

- Q15/28 Removal and Relocation of Tennis Court Surface

##### **Tenders/Quotes currently under evaluation:**

- Q15/13 Pre-Employment Medical
- Q15/27 Kerb and Gutter Reconstruction Program
- T15/14 Catering at Campbelltown Sports Stadium
- T15/18 Street Lighting on Eagle Vale Drive Between Badgally Road and Wynn Street
- T15/21 Crane Truck
- T15/22 WHS Auditing and Consulting Services
- T15/24 Minto Indoor Sports Upgrade
- T15/28 Grounds Maintenance at Airds, Claymore and Macquarie Fields
- T15/30 Cleaning of Public Toilets and Sporting Grounds Amenities

## **ASSET MANAGEMENT**

### **Roads**

- Annual Road Inspection 2015-2016 by Council Staff is 58% completed.
- Visual and Laser Survey on Campbelltown City Council's Road Network by Consultant is 90% completed.
- Overall Road Renewal Program 2015-2016 is 81% completed.

### **Car Parks**

- Car Park Inspection 2015-2016 is 5% completed.

### **Bridge and Culvert**

- The Specification for Safety Barrier Fencing Repair at Stennett Road Bridge and Minto Road Major Culvert is completed and ready to send to contractors for pricing.
- The Level 3 Inspection at Mandurama, Reserve Pedestrian Bridges have been sent to contractors for pricing.

### **Kerb and Gutter**

- The Kerb and Gutter Inspection Program for 2015-2016 is 100% completed.

### **Footpath**

- Footpath grinding program have been awarded.
- The footpath marking for Stage 3 program is in progress.
- The footpath condition inspection to start after the completion of Stage 3 footpath program marking.

### **Stormwater**

- Stormwater pits inspection for 2015-2016 is 68% completed.

### **Parks and Public Spaces**

- 553 assets have been inspected at Sports Grounds in the Local Government Area. This is a total of 100% of Sports Ground assets inspected to new inspection parameters.
- 72 assets have been inspected at Parks and Reserves in the Local Government Area. This is a total of 3% of Parks and Reserve assets inspected to new inspection parameters.
- Condition inspections for 100% of Miscellaneous Assets have been completed and details updated in Council's Asset Management System.
- All reactive issues discovered have been reported and all conditions and actions have been updated in Council's Asset Management System.
- Rejuvenation of timber furniture and decking at Robinson Reserve, Macarthur Gardens has been completed. The gazebo structure has also been repainted and roof installed.
- Simmos Beach Steps (South) construction. Work to commence February 2016.

### **Building Inspections**

- Building inspections are 100% up to date.
- 46 "Other structure" assets have been inspected.
- Total of 97% inspected.
- All reactive issues discovered have been reported and all conditions and actions have been updated in Council's Asset Management System.

### **Playground Equipment**

- Reactive Repairs - Reactive repairs have been issued for one location.
- Operational playground inspections have been completed.
- Playground Program Maintenance has been completed at the following locations:

Alabaster Park, Eagle Vale  
Cronulla Reserve, Woodbine  
Ashfield Reserve, Glen Alpine

- Replenishment of softfall mulch is being carried out at 17 sites.
- Playground equipment has been removed from Rosemeadow Neighbourhood Centre and Dimeny Reserve, Claymore due to condition of equipment.

### **2015-2016 Innovative Play Spaces Program**

- Designs and Quotations for the refurbishment of Macquarie Fields Indoor Sports Centre Playground have been obtained and are awaiting feedback from Healthy Lifestyles.
- Atlantic Boulevarde, Glenfield Playground Equipment - Construction likely to begin March 2016.
- Construction is due to begin on new playgrounds in early 2016. Below are the indicative starts/ finish dates.
- Moncrieff Reserve – 11 January, 2016 to 22 January, 2016.
- Merino Park – 1 February, 2016 to 12 February, 2016.
- Gargery Reserve – 15 February, 2016 to 26 February, 2016.
- Salter Reserve – 19 February, 2016 to 2 March, 2016.



### **Internal Assets– Electrical Testing and Tagging**

- 19 items of electrical equipment have been tested at locations throughout Local Government Area.

### **Asset Management System, Grants and Reports**

Roads and Maritime Services monthly report for November have been sent.

## **BUILDING MAINTENANCE/CONSTRUCTION PROGRAM**

### **Reactive Maintenance 414**

- **St Helens Park Reserve Skate Park** – Works are continuing and are on track. Structural concrete in the bowl area completed 11 December. Erection of a pedestrian fence along Appin Road will commence on 9 December 2015.
- 
- **Fullwood Rugby League New Amenities Building** – Stage 2 works are on schedule and is expected to be completed late December 2015. Plumbing and drainage works are continuing.
- **Animal Care Facility** – Cat accommodation has been installed along with stainless steel benches in the Vet room. This project is on hold until Animal Care Facility staff can be acquired to maintain this facility. Works to convert the old cattery will continue in the New Year.
- **Greg Percival Library** – Installation of an 85 kw photovoltaic system is now complete. This project went according to schedule despite some inclement weather.
- **Blinman Oval** – At this stage of the project all steel work and roof has been erected, bricklaying will commence mid December.
- **Civic Centre** – Stormwater rectification works will commence Saturday 19 December.
- **The Gordon Fetterplace Aquatic Centre Splash Park** – A new textured surface and aquatic toys have been installed. The splash park is now operational.
- **Eschol Park 3** – Plans have been approved by the club to construct an internal storeroom and BBQ area. Works are due to commence late December 2015.
- **Worrell Park Amenities** – The building has been demolished and all materials removed from the site and recycled. Setting out of the new building has commenced along with excavation and drainage.
- **Ruse Hall** – Replacement of all timber doors is now complete.
- **Glenquarie Community Centre** – Replacement of vinyl flooring throughout the main hall is now complete.
- **Simmo's Beach Amenities** – All three amenities blocks polycarbonate roofing has been replaced and is operational.
- **Hurley Park Storage Shed** – The storage shed has now been demolished and the surrounds made safe.

## **11. REPORT OF DIRECTOR COMMUNITY SERVICES**

### **11.1 Multicultural NSW Grant Program Funding**

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#### **Attachments**

Nil

#### **Purpose**

To seek Council's endorsement of three funding submissions totalling \$35,000 to the New South Wales Government's, Multicultural NSW Grant Program funding round for the Campbelltown Twilight Tournaments, Council's Orientation to Campbelltown Tours and Council's Riverfest Festival.

#### **Report**

##### **Twilight Tournaments - \$25,000 Funding Application**

Twilight Tournaments will provide an opportunity to promote social cohesion between cultural groups and address anti-social behaviour amongst groups of young people. The inclusion of young refugees in broader community activities will be focus of this project. This will help develop a greater understanding of different cultures in the broader community.

If the application for funding is successful these tournaments will be run on Friday evenings during school terms one and four of 2016. Healthy physical activities such as futsal, volleyball and basketball will be used as a means of developing greater understanding and increasing social cohesion.

Activities would be held at Council outdoor facilities across the Local Government Area. Leading up to the tournaments there will be opportunities for participants to develop coaching and refereeing/umpiring skills. A range of local organisations from within the community will help the participants to gain knowledge and access to services.

As part of this \$25,000 funding application it is proposed to employ a temporary Tournament Project Officer for up to 10 hours per week for 12 months to develop and implement the project. The position will work in partnership with the Macarthur Multicultural Services Network, Macarthur Youth Services Network and other key community services and community leaders and will therefore be at no additional cost to Council.

##### **Orientation to Campbelltown Tours - \$5,000 Funding Application**

It is proposed to enhance Council's Orientation to Campbelltown tours by providing newly arrived culturally and linguistically diverse residents with access to, and understanding of the service system. Currently Council's tours include visits to Council facilities only, however if successful, this funding would allow Council to expand the tours for participants to include visits to health services, multicultural services, recreational facilities, parks and bushland.



It is proposed that these tours for newly arrived residents will provide an increased knowledge of and connection to facilities and services in the local area. This has previously been identified as an important aspect of the settlement process leading to opportunities to build relationships, understanding and community cohesion.

### **Riverfest Festival - \$5,000 Celebration Funding Application**

Council's Riverfest Festival aims to highlight our culturally and linguistically diverse communities and engage the broader community into cultural activities to build community cohesions whilst recognising the ways different groups value and care for the natural environment.

The project to enhance the festival aims to support local groups from our culturally diverse communities to develop activities that will engage and promote understanding within the broader community of the various cultures represented in the local government area. The funding will provide the opportunity for community groups to undertake training on project planning and management as well as presentation and training skills. Groups will be offered the opportunity to apply for small amounts of funding to purchase resources to support their activities.

The expected outcomes of this project are linking existing and new cultural groups into the wider community; raising awareness of the value of diversity. It will also provide an opportunity to build upon existing resources and strengths across the community to better engage with culturally diverse residents.

The funding is a time limited grant up until the completion of Riverfest in 2016. The aims of the program are to enhance the outcomes of Riverfest that promote respect, fairness, and a sense of belonging for Australians from all backgrounds and focuses on inter-community harmony. The program also aims to develop community capacity building skills of diverse community residents with the purpose of building social cohesion and promote their positive contribution to the local community.

### **Officer's Recommendation**

1. That Council endorse the three funding submissions totalling \$35,000 under the New South Wales Government's Multicultural NSW Grant funding for the Twilight Tournaments, Council's Orientation to Campbelltown Tours and Council's Riverfest Festival.
2. That subject to notification of success, Council delegates authority to the General Manager to accept and sign the Funding Agreements from the New South Wales Government Multicultural NSW Grant.

### **Council Meeting 15 December 2015 (Greiss/Lake)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 239**

That the Officer's Recommendation be adopted.

## **12. REPORT OF DIRECTOR PLANNING AND ENVIRONMENT**

### **12.1 Western Sydney Airport EIS - Peer Review and Submission**

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#### **Attachments**

1. Summary of Main Issues Arising in the Draft Western Sydney EIS Technical Reports (contained within this report)
2. Western Sydney Airport Environmental Impact Statement Peer Review Report (distributed under separate cover due to size of document)

#### **Report**

##### **Introduction**

On 15 April 2014, the Commonwealth Government confirmed Badgery's Creek as the site for the Western Sydney Airport (WSA). On 9 December 2014, Campbelltown City Council made the following resolution in relation to the WSA:

1. That Council call upon the Federal Government to ensure that planning for the new Badgerys Creek Airport proceeds on the basis that it will maintain, as a minimum, a quality of life enjoyed by those who live and work near, or under the flight paths to, Sydney Kingsford Smith Airport – notably in respect to hours of operation.
2. That Council place the above motion on the agenda for the next meeting of MACROC seeking support from our MACROC partners to protect the quality of life of the residents of Macarthur.
3. That Council write to all Federal Members of Parliament in electorates potentially impacted upon by the Badgerys Creek Airport urging them to support Council's aim of preserving the quality of life of their constituents.

The WSA Draft Environmental Impact Statement (EIS) was released for public exhibition on Monday 19 October 2015 along with the Draft Airport Plan and submissions have been invited. The closing date for the public exhibition and the lodgement of submissions is 18 December 2015.

Due to the size and complex nature of the Draft EIS and the associated technical reports and other supporting information, an alliance of many WSROC and all MACROC councils commissioned WSP Parsons Brinckerhoff (the multi-national planning, engineering and design consultants) to conduct a peer review of the Draft EIS and Draft Airport Plan. The Consultants also engaged a range of specialist sub-consultants to review specific technical reports. It was agreed that all participating councils could then use the findings of the peer review to inform their own submissions. At its meeting on 19 May 2015, Council considered a report on the proposed independent review of the Draft EIS and resolved:

1. That if sufficient Councils participate to make this viable, Council participate in Blacktown City Council's proposal for a collaboration of south western and western Sydney councils to undertake an expert peer review of the Environmental Impact Statement for the proposed Western Sydney Airport.
2. That Council make a financial contribution towards the cost of the expert peer review at recommendation one above, equivalent to 7.4 per cent of the total cost (based on a pro-rata per cent of Campbelltown City's population compared to the total population for western and south western Sydney) up to a maximum of \$30,000.
3. That the funding of the financial contribution raised in recommendation two above, be considered as part of Council's September 2015 Quarterly Budget Review.
4. That Campbelltown City Council make a detailed submission against the proposed 24 hour operation of the Western Sydney Airport.

The expert peer review has now been completed.

This report provides a brief overview of the EIS and the findings of the expert peer review, and discusses the main issues of relevance for Campbelltown which can be considered by Council for inclusion in Council's submission.

### **The Proposed Western Sydney Airport**

The Draft EIS describes the proposed WSA as a staged development. The Draft EIS and Airport Plan (which defines the proposed layout and land uses for Stage 1) consider an airport with an initial single runway with a maximum capacity of 185,000 aircraft movements (37 million passengers) per year by approximately 2050. Thereafter, a dual runway configuration is proposed with a maximum capacity of 370,000 aircraft movements per year (82 million passengers) by approximately 2063. The package also includes a document that addresses "Airspace and Architecture Operation" which nominates operation and flight paths associated with the airport.

The Draft EIS focuses on the Stage 1 works, which include construction of a single 3.7km runway on the northern part of the site able to cater for a full range of international and domestic passenger and freight aircraft, as well as a business park, parking and cargo facilities, and areas set aside for environmental conservation. The Draft EIS estimates that by 2030, approximately 10 million passengers and 63,000 aircraft would use the airport each year. This is equivalent to approximately 34 per cent of the total Stage 1 capacity of aircraft movements and 27 per cent of the total Stage 1 capacity of passenger movements. At this stage, site preparation works are proposed to commence in mid-2016.

The Draft EIS also provides a broad assessment of the fully established dual runway airport (post 2050). However, it acknowledges that due to the time frame for full development of the airport, a more detailed assessment will be required to fully understand the impacts of the project at that point in time.

The Draft EIS also notes that no operator has been nominated as yet for the construction and operation of the airport which means that the Draft Airport Plan will be subject to future detailed master planning and project development processes. This means that there is some degree of uncertainty about the proposed WSA, and in therefore in effect, key aspects of the Draft EIS can be argued to be indicative only.

### **Brief Overview of the EIS**

The Draft EIS was prepared in what appears to be generally recognised in the expert consultant industry, as a compressed timeframe (i.e. eight months).

The Draft EIS is divided into four volumes:

- Volume 1 – Project Background, provides an overview of the project
- Volume 2 – Stage 1 Development, contains an EIS for the Stage 1 development (a single runway facility in 2030)
- Volume 3 – Long Term Development, provides a strategic assessment of the long-term development (dual runway facility by 2063)
- Volume 4 – EIS Technical Reports.

The Draft EIS, as required under the provisions of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), seeks approval for Stage 1 (2030) and provides an indicative outline of the eventual proposed development (2063). It also includes a Draft Airport Plan, which is a transitional plan describing Stage 1 of the development. The Minister for Infrastructure is the proponent and the Minister for the Environment is the approval authority and can impose conditions on any consent issued under the *Airports Act 1996*. There is no role for NSW agencies in approving airport development.

### **The Expert Peer Review**

The aims of the expert peer review were to determine the following:

- the efficacy of the draft EIS assessment and reporting processes
- the extent, scale and nature of likely economic and social benefits that stand to flow from the proposed airport
- the degree of significance and nature of likely environmental impacts, including any geographically localised impacts
- the identification of any constraints to the achievement of the benefits that could potentially accrue from the proposed airport, such as infrastructure 'gaps'.

The expert peer review was largely a desktop assessment undertaken over a three week period, given the allocated exhibition time of 60 days. There was no contact with the authors of the draft EIS and detailed reviews of the models used to underpin the draft EIS could not be undertaken as they were not made available. It should be noted that no additional modelling was undertaken as part of the expert peer review.

The expert peer review included an overall review of the Draft EIS and also focussed on the following key issues:

- aviation planning
- noise – overflight noise and ground based noise and vibration

- traffic and transport
- air quality and greenhouse gas
- human health impacts
- social and economic
- biodiversity
- surface water and Groundwater
- impact on the Blue Mountains.

### **Key Findings of the Expert Peer Review**

The expert peer review found that:

- the draft EIS was produced within an accelerated and compressed timeframe, leading to numerous issues relating to “adequacy” with a number of omissions and limitations being identified
- the Airport Planning is preliminary only (based on an indicative preferred airport layout) and therefore there are significant uncertainties
- there has been no consideration of alternative airport layouts or runway orientations, (which are a key determining factor of flight paths), and there is little indication of whether the indicative layout and runway alignments achieve the best environmental outcome – i.e. there is no evaluation of different options
- there is limited justification and visibility/rigour/transparency behind the airport layout and flight paths
- it is unclear if the preferred flight path is the best option and there appears to be little rigour behind the identified flight path and alignment
- the Stage 1 assessment was based on airport throughput of 63,000 annual traffic movements (5 years after opening) but the maximum capacity of Stage 1 is 185,000 annual traffic movements (20 years after opening)
- there are a lack of mechanisms for delivering essential enabling infrastructure (such as the extension of the South West Rail Link)
- the general management and mitigation measures are not qualified and residual impacts are not discussed
- investigation of long term and cumulative impacts on long-term future urban growth and land use impacts is limited
- the proposed WSA has no curfew, and its impacts will therefore be felt 24 hours a day
- there is uncertainty over environmental impacts largely due to the indicative nature of the airport layout and flight paths
- the Draft EIS does not place explicit limits on key environmental impacts including airport noise – in many areas it does not provide assurances that acceptable environmental thresholds will not be breached
- proposed mitigation measures to deal with environmental impacts are generally not prescriptive and caps are not determined, largely due to the fact that no Airport Lessee Company (ALC) has been appointed and the Department of Infrastructure and Regional Development wishes to maintain flexibility over management and mitigation – this creates uncertainty over likely future impacts
- no detailed description of the expected or predicted effectiveness of proposed mitigation measures is provided
- a biodiversity offset package to compensate for the anticipated loss of habitat on the airport site has not been formalised
- the WSA will impact on the Blue Mountains World Heritage Area but further work is required to investigate the significance of the impact/s.

The expert peer review also raises a number of concerns regarding the approvals process:

- the Airport is subject to an untested approval process as the *Airports Act 1996* has not been used for a greenfield airport development in the past – this creates uncertainty about how the approvals process will operate, however, it is implied that once the airport has been leased, all future approvals would be under the *Airports Act 1996*.
- a number of matters relating to approvals were found to be unclear:
  - the potential triggers for further referrals and (potentially) approvals under the EPBC Act
  - any further assessment and approval required for the construction and operation of Stage 1 (beyond the current EIS and associated Airport Plan approval) once an ALC is appointed and the actual airport layout and operations are more certain
  - the limitations that any EPBC Act approval may place on the airport
  - the level of community and stakeholder engagement that will be undertaken in future.

The expert peer review identified a number of concerns regarding the flight paths as presented in the Draft EIS:

- the Draft EIS makes clear that the flight paths have not been designed to minimise environmental (and in particular noise) impacts on communities
- no account has been taken of the existing smaller airports (Camden, Richmond and Bankstown), other than to note that these airports would be impacted in the long term
- there is no visibility/clarity in the Draft EIS about how the contours were determined or of how they compare to any alternatives
- the contours are indicative only and could be revised by a future Airport Lessee Company (ALC) without recourse to the EPBC Act, which creates significant uncertainty about what the actual impacts of the airport may be
- the merge point over Blaxland (the point at which all incoming flights converge) is noted.

The expert peer review also makes a number of recommendations regarding flight paths:

- greater consideration of alternative options is required, particularly with regard to minimising environmental impacts
- it is not clear whether or not the nominated flight paths represent the best option – there is a lack of transparency regarding how and why these flight paths were chosen
- a holistic review of flight paths should be considered, taking account of all airports in metropolitan Sydney, and including options that allow for flight paths at Kingsford Smith to be modified
- as a future ALC may modify the flight paths from those used in the EIS, sensitivity testing should have been undertaken and included in the EIS to demonstrate the changes of noise impacts that would result if modifications are made
- the proposed use of a merge point (at Blaxland), and consideration of alternative merge points, should be further explored.

A summary of the main issues arising with the Draft EIS technical reports (as identified by the peer review) are summarised in Attachment 1.

## **Matters of relevance to the Campbelltown Local Government Area**

### **1. Degree of Uncertainty**

One of the issues to arise from the expert peer review, is that there is some lack of certainty associated with the draft EIS, relating to the future impacts of the WSA. This uncertainty stems largely from the fact that the Draft EIS was prepared on the basis of a concept airport with no identified operator nor confirmed details of operation (i.e. its purpose). Additionally, the airport layout and flight paths used as the basis of the Draft EIS appear to be indicative only, and therefore the full potential impacts could not be determined with any significant certainty.

It is a welcome fact that the flight paths nominated in the draft EIS present very little if any impact on the Campbelltown LGA in terms of over-flight noise disturbance.

Other parts of Western Sydney are likely to experience more significant over-flight activity at varying heights and with varying levels of impact. E.g. Lower Blue Mountains, Penrith LGA, Blacktown LGA, and parts of the Wollondilly LGA.

However, the flight paths nominated in the draft EIS for Stage 1 appear to have the potential to be changed and depending upon the location, nature and scale of any changes that do occur, the Campbelltown LGA could potentially be subject to different impacts.

As part of a recommended submission by Council to the draft EIS, it is considered important for Council to seek confirmation from the Federal Government that the flight paths presented in the draft EIS will be those that are actually implemented, and any approval conditioned accordingly.

### **2. No Curfew**

As mentioned above, Council has previously raised its objections to any proposed 24-hour operation of the WSA. Disappointingly, the EIS does not impose a curfew on the proposed airport's operations.

Coupled with a level of uncertainty regarding the detailed design of the airport, its flight paths and operations, (both in the short and especially in the longer term) and the fact that airspace within the Sydney Basin will need to be completely reconfigured when the second runway eventually becomes operational, Council cannot be assured that the environmental and consequential amenity impacts of the airport will not be detrimental to the lifestyles of residents within the Campbelltown LGA. The recommended submission by Council to the exhibition of the draft EIS must incorporate Council's objection to "the no curfew" operation of the WSA, and seek confirmation of the Stage 1 flight paths as presented in the draft EIS documentation.



### **3. Noise Generation**

The proposed WSA is located in Badgerys Creek, approximately 21kms from the Campbelltown CBD, and the Campbelltown LGA and Macarthur Region are well outside the noise contours for the proposed flight paths for Stage 1. There is, however, and as could be expected, less certainty concerning over-flight noise impacts associated with the longer term operation of the airport.

Given the location of the proposed WSA, it is highly unlikely that there will be any impacts of the Campbelltown LGA from on-site ground-based noise and vibration from both the construction and operational stages of the proposed WSA. Potential impacts associated with the development of other enabling and supporting infrastructure (such as road and rail) could impact, depending on their location.

### **4. Traffic and Transport – Road and Rail**

The Draft EIS traffic analysis is considered to be limited. The expert peer review also found that the Draft EIS lacks mechanisms for delivering essential enabling infrastructure such as the South West Rail Link extension, and particularly its extension to the south towards Narellan and Campbelltown/Macarthur Regional City Centre. It is considered inappropriate and short-sighted to deliver the WSA without direct rail access that directly links back to the Sydney rail network, including the T2 Southern line which traverses the Campbelltown LGA. Reduced connectivity has the potential to severely compromise access to both the airport and to the benefits of economic growth and employment opportunities stemming from the airport.

The regional traffic impacts of the WSA are of concern to the Campbelltown LGA because the proposed airport and the economic development that it is likely to generate will also give rise to additional traffic on local and regional roads. If a connected rail link to the WSA is not established, then the long term implications for this regional and local network are questionable.

It is also noted that the supply of aviation fuel to the WSA is proposed to be via road transport rather than the establishment of a dedicated pipeline. This will significantly increase the presence of heavy vehicles carrying dangerous materials on local and regional roads, and will impact on traffic.

These “connectivity” concerns are fundamentally important to the Campbelltown LGA in two respects and are recommended to be raised in Council’s submission on the draft EIS:

- Campbelltown City residents and those within the Macarthur Region (both today and in the future) deserve fair and efficient access to the airport facilities and associated employment opportunities associated with the airport precinct
- Campbelltown’s local road network needs to be future proofed against a failure of the capacity limits of the regional road network to accommodate traffic and transport movements to and from the WSA precinct and attendant enterprise and employment precincts.

## **5. Air Quality and Greenhouse Gases**

In terms of air quality, the effectiveness of the proposed mitigation measures to achieve compliance with relevant standards is not quantified. Importantly, the analysis of air quality did not include an assessment of the cumulative impact of the WSA, other major developments and current and future planned urban growth within the Sydney Basin and notably, within western and south western Sydney. A critical question that has not been clearly addressed is the quality of the air shed in the longer term (2063).

From a local perspective, it is imperative that the additional growth identified in the Glenfield to Macarthur Urban Corridor Strategy and in the Greater Macarthur Urban Investigation Area be factored into any air quality assessments related to the proposed WSA. This is an important issue for consideration for inclusion in the recommended submission to the draft EIS.

## **6. Environmental Impacts**

The lack of understanding and certainty associated with the extent and nature of a range of likely environmental impacts of the WSA across western Sydney generally, is of some concern. It is difficult for Council to plan for the future and to inform the community and potential business investors about the impacts of the proposed airport on the Campbelltown LGA if the Draft EIS does not clearly describe what these impacts will be. It is therefore considered imperative that a further environmental assessment of the airport be undertaken once the ALC has been determined and there is greater clarity regarding the airport's purpose, layout and flight paths.

## **7. Economic Impacts**

The development of the WSA has the potential to drive significant and enhanced economic and social outcomes for the future of Western and South Western Sydney, including the Macarthur Region and the Campbelltown Local Government Area (LGA). These would be welcomed benefits that communities could potentially draw upon to help sustain their future prosperity, but only if direct connectivity to the proposed airport via both road and rail is put into place.

However, the draft EIS does not specify how the potential for economic growth can be captured and developed or illustrate how the Campbelltown LGA can be connected into the potential economic growth opportunity, particularly via transport infrastructure. It is important for any EIS to clearly articulate such social benefits (and costs) and identify any requirements or conditions that would need to be met in order to maximise their positive impact. This is an important issue and considered worthy of inclusion in Council's submission to the draft EIS.

## **8. Cumulative Impacts and Flow-On Effects**

There is limited assessment of the cumulative impact of the airport on long term future urban growth and land use on the immediate area surrounding the WSA and the broader western and south western Sydney context.

Given the significant nature and scale of this infrastructure project, it is considered imperative that an assessment of cumulative impacts be undertaken before the Draft EIS is finalised, and that future strategic and structure planning for the South West Region in particular take appropriate account of the WSA and its cumulative associative implications, in terms of:

- flight paths and noise
- traffic and transport accessibility
- air quality.

## **Conclusion**

The Western Sydney Airport (WSA) is a substantial infrastructure investment that has the potential to drive the economic and social development of western and south western Sydney for decades to come, and can be considered a 'game changer' in a structural planning and regional development context.

The WSA will impact on Western and South Western Sydney and the Campbelltown LGA. Those impacts stand to be both positive and potentially less attractive, depending upon future choices that need to be made around the confirmation of flight paths and the means of mitigation of noise and other environmental impacts.

It can be anticipated with some reasonableness that other local government authorities and communities in other parts of Western Sydney may express an objection to the EIS and seek the Federal Government's review of matters associated with flight paths, noise impacts, implications for biodiversity and wilderness areas, and transport and traffic access.

It is considered essential that Council express its support to the Federal Government for a restriction of actual the flight paths to those which are presented in the draft EIS, and seek its confirmation that these flight paths are those that will be approved and enforced (as conditions of any approval) as the flight paths followed for Stage One of the Airport operation.

At the same time, and noting that Council has previously decided to make a submission to the Federal Government against the proposed 24 hour (no curfew) operation of the WSA, it is recommended that such submission express Council's disappointment that the draft EIS does not adequately address impact mitigation measures including the imposition of a curfew. It is further recommended that Council's submission make specific mention of the range of items raised in the above report.

## **Officer's Recommendation**

1. That Council express its appreciation to WSROC and MACROC for coordinating the expert peer review process.
2. That Council forward a submission on the Western Sydney Airport draft EIS (and its supporting documents) to the Department of Infrastructure and Regional Development consistent with the matters raised in the above report.

3. That Council's submission reiterate its opposition to the proposed 24 hour operation of the WSA, and call for the *Sydney Airports Curfew Act 1995* to apply to the proposed Western Sydney Airport.
4. That Council seek an urgent meeting with the Federal Minister for the Environment, and the Federal Minister for Infrastructure and Regional Development:
  - seeking confirmation that any approval for the Western Sydney Airport will be conditioned such that the flight paths associated with Stage One of the airport operation are restricted to those which are presented in the draft EIS
  - to discuss the range of concerns relating to "uncertainty, adequacy, impact and mitigation" associated with the draft EIS as discussed in this report and the expert peer review, and how the Government intends to deal with such
  - to seek the Government's preparedness to commit to the construction of the extension of the South West Rail Link from Leppington to the Western Sydney Airport and connecting southwards to the Campbelltown/Macarthur Regional City Centre via Narellan.

### **Council Meeting 15 December 2015 (Brticevic/Greiss)**

That the Officer's Recommendation be adopted.

### **Council Resolution Minute Number 240**

That the Officer's Recommendation be adopted.

A **Division** was called in regard to the Resolution for Item 12.1 - Western Sydney Airport EIS - Peer Review and Submission with those voting for the Motion being Councillors Borg, Brticevic, Chanthivong, Glynn, Greiss, Hawker, Kolkman, Lake, Lound, Matheson, Oates, Rowell and Thompson.

Voting against the Resolution was Councillor Mead.

# ATTACHMENT 1

## Main Issues Arising with the Draft EIS

Environmental Issue	Key Issues Raised
Noise (aircraft overflight)	<ul style="list-style-type: none"> <li>Assessment is based on 2030 scenario which reflects the early stage of airport operation only</li> <li>Uncertainty around actual flight paths</li> <li>Proposed mitigation measures are generic due to uncertainty of flight paths</li> <li>Outline of mitigation process is not performance driven</li> </ul>
Noise (airport ground-based noise and vibration)	<ul style="list-style-type: none"> <li>Type and magnitude of impact, pre and post mitigation has not been included</li> <li>A single rating background level has been assumed for all receptors, and this generalisation has underestimated the magnitude of noise impacts at receptors close to the airport</li> <li>Luddenham sensitive receptors were not included in background noise monitoring</li> <li>No cumulative noise impact assessment has been considered</li> <li>The M12 motorway and the realignment of the Northern Road have been excluded from the assessment regarding operational road traffic noise in Stage 1</li> </ul>
Local air quality and greenhouse gas (GHG)	<ul style="list-style-type: none"> <li>Local air quality assessment has several long term exceedances – NO<sub>2</sub>, formaldehyde, PM<sub>2.5</sub>, PM<sub>10</sub></li> <li>Effectiveness of proposed mitigation measures to achieve compliance was not quantified</li> <li>GHG emissions are relatively small</li> </ul>
Regional air quality	<ul style="list-style-type: none"> <li>Stage 1 assessment is acceptable</li> <li>Ozone concentration is significantly above the allowable increment for longer term development</li> </ul>
Aviation planning	<ul style="list-style-type: none"> <li>No real visibility in the Draft EIS of how flight paths were determined</li> <li>No presentation of alternatives</li> <li>No certainty over final outcome</li> <li>No consideration of point merge – impacts on Blaxland</li> </ul>
Surface transport and access	<ul style="list-style-type: none"> <li>STM3 model has not been effectively calibrated and validated as the model is still in development with TfNSW</li> <li>No traffic intersection modelling was undertaken</li> <li>Did not consider assessment of rail</li> <li>Traffic estimate is based on 2011 which may be an underestimate as it does not include recent land use development</li> <li>Traffic generation (outside of air cargo) is unknown and no consideration is made for passengers transferring within the airport</li> </ul>
Human health	<ul style="list-style-type: none"> <li>Reviewed air quality, noise and water impacts, however no discussion on implications of the distribution of effects for inequality and equality have been discussed</li> <li>No rationale or justification given on why a Health Risk</li> </ul>

	<p>Assessment (HRA) has been undertaken rather than a Health Impact Assessment (HIA)</p> <ul style="list-style-type: none"> <li>• Perceived health issues not considered</li> <li>• Social determinants of health have not been considered</li> <li>• Long term cumulative impacts were not considered</li> </ul>
Biodiversity and offset strategy	<ul style="list-style-type: none"> <li>• Offset package has not been prepared and residual ecological risks have not been discussed</li> <li>• Mitigation measures are limited</li> <li>• Difficult to assess the biodiversity value of the site for the long term development</li> </ul>
Surface water and groundwater	<ul style="list-style-type: none"> <li>• Duncan Creek and its tributaries have not been modelled to allow definition of baseline and hydraulic impacts</li> <li>• Draft EIS appears to dismiss any relevance of increased pollutant loads on the receiving environment</li> <li>• Groundwater assessment lacks qualification of data, no baseline time-series data collected</li> <li>• Two residual risks for groundwater were identified; soil and subsurface contamination from spill/release of chemical or contaminants and impact on groundwater dependent ecosystems from reduced water supply.</li> </ul>
Social impact	<ul style="list-style-type: none"> <li>• Balance of discussion on impacts – strong focus on economic benefits rather than a balanced discussion</li> <li>• Strong focus on regional benefits not local impacts</li> <li>• Many potential issues are stated with little assessment of their implications or level of significance or duration</li> <li>• No discussion on how mitigation measures will be coordinated or resourced or who the key accountability falls with</li> <li>• Claims being made by the Commonwealth about economic generation and job creation have not been explicitly tested in the Draft EIS</li> <li>• The Draft EIS does not describe the economic or social impacts of any transfer of activity from other areas in Sydney or Australia</li> </ul>
Greater Blue Mountains	<ul style="list-style-type: none"> <li>• A detailed assessment of significance under the Biodiversity Assessment for the Blue Mountains World Heritage Area has been deferred until a 'multidisciplinary workshop' is held to identify and assess potential impacts</li> <li>• Limited assessment of wilderness value and high sensitivity</li> <li>• Noise levels predicted to be relatively low (below 50-55dB L<sub>Amax</sub>) however for a natural landscape this prediction is not justified and may impact the amenity values</li> </ul>

## **12.2 Further information for consideration in dealing with the Planning and Environment Committee Item 5.2 - Pet Adoption Program**

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### **Attachments**

Nil

### **Report**

This report responds to a request at the Planning and Environment Committee meeting held on 8 December 2015, for further information to be provided for consideration in dealing with item 5.2 of the Planning and Environment Committee – Pet Adoption Program.

The recommendation of the Committee for Item 5.2 was:

1. That Council trial a free pet adoption program for all pets adopted from Campbelltown City Council pound in February 2016 to encourage the adoption of animals resulting from unwanted Christmas presents.
2. That the offer is to be advertised to Campbelltown City Council residents and a report be presented about the outcome of the trial.

The questions raised sought advice on:

1. The number of dogs that are impounded or surrendered to Council during January and February (see Table 1)
2. The total number of dogs impounded (see Table 1)
3. The number of dogs that are euthanased annually (and within the months of January and February) (see Table 1)
4. The number of dogs sold by Council annually (see Table 1)
5. The cost to Council to sell a dog (see Table 2)

Prior to 2012, Council's statistics for euthanasing dogs were significantly high, with approximately 40 per cent of all dogs impounded being destroyed.

In the second half of 2012, Council began working with rescue organisations to assist in reducing the number of euthanased dogs. Table 1 below identifies the number of dogs impounded and euthanased in 2011 (before the implementation of working with approved rescue organisations) with a comparison of statistics over the following three years that identifies a significant reduction in dog euthanasia rates through the engagement of rescue organisations. In addition, the second part of the table provides a monthly breakdown of each area, from October through to March, for the years 2013-2014 and 2014-2015.



Table 1 also includes figures for dogs that were surrendered to the Animal Care Facility by their owners to be euthanased. Reasons for owners to surrender their dog for euthanasia include illness, being elderly or assessed as having severe behaviour issues. The cost to take a pet to a vet for this purpose can be as high as \$216.00. This is compared to Council's fee of \$80.00 for the same service for residents of the Campbelltown Local Government Area (LGA).

A fee for \$200.00 has recently been implemented for the surrender of dogs from outside of the Campbelltown LGA.

**Table 1 – Answer to questions 1 to 4**

Answer to questions 1 to 4

Animal Care Facility (ACF) Dog Statistics												
	Impounded Or Surrendered		Released to rescue organisation		Sold		Euthanased (at owner's request)		Euthanased (includes declared dangerous/restricted dogs)			
2011	2346		0		284		427		747			
The ACF implemented working with rescue organisations in the third quarter of 2012.												
2013	1827		182		330		236		288			
2014	1744		252		324		137		163			
2015 (to end of September)	1249		193		176		79		84			
Dog Statistics for the individual months of October – March (2013-2014 and 2014-2015)												
Year	2013-2014						2014-2015					
Month	Oct	Nov	Dec	Jan	Feb	Mar	Oct	Nov	Dec	Jan	Feb	Mar
Impounded Or Surrendered	149	163	133	172	133	193	146	139	120	130	103	140
Released to rescue organisation	15	24	36	20	16	25	20	23	15	19	16	28
Sold	9	23	16	32	21	28	24	36	25	46	25	30
Euthanased (at owner's request)	21	15	16	12	11	24	11	12	12	6	5	9
Euthanased (includes declared dangerous/ restricted dogs)	14	12	22	13	20	19	11	6	12	5	7	8

### Euthanasing of Dogs

As per Council's agreement with Macarthur Vet Group, the vet attends the Animal Care Facility (ACF) every Thursday to carry out euthanasing services. A standard fee of \$120.00 per visit is charged. On average the vet may euthanase anywhere from 3-10 dogs, at a cost of \$11.20 per dog or \$8.20 per dog with weight of less than 5kg. All dogs are then disposed of through an agreement with Sydney University Teaching Hospital.

## Sale Price of Dogs

Council offers dogs for sale at a fixed price of \$334.00, which includes a vet-check, vaccination (variable depending on the age of the dog and necessary treatment), de-sexing, micro-chipping and registration. As can be seen within Table 2 below, depending on the veterinary services provided, it can cost the Council anywhere from \$30.00 upwards. Table 2 provides a breakdown of costs for the selling of each dog type. It is noted that the costs shown in the table may be higher in some circumstances subject to additional work required by the attending veterinarian.

**Table 2 – Answer to question 5**

Costs for selling a dog*	Female				Male
	In Heat		Not In Heat		-
	Small	Large	Small	Large	All Sizes
De-Sexing	\$212.70	\$254.00	\$177.20	\$212.60	\$147.80
General Health Check and Vaccination	\$42.50				
Heartworm	\$34.30				
Micro-chipping	\$47.00				
Registration	\$26.00				
Total	\$362.50	\$403.80	\$327.00	\$362.40	\$297.60
*Other costs may be associated with selling a dog - individual costs may vary					

When considering the above costs and the price of dogs offered for sale when compared to other pound facilities providing the same services, it is considered that the fees charged by the Council are competitive and reasonable.

Details of the price for the sale of dogs at other pound facilities are listed in Table 3 below:

**Table 3**

Price of Dogs for Sale at other pound facilities – with same service	
Renbury Farm	\$325.00
Sutherland Council	\$333.00
Blacktown City Council	\$340.00 + (starting price – Tender process for dog under 4 years)
Hawkesbury Council	\$349.50
Wollondilly Council	\$280.00

The introduction of the assistance of rescue organisation in rehoming unwanted dogs together with implementing changes in the way Council advertises and promotes dogs for sale has seen a significant improvement in finding homes for dogs.

## Officer's Recommendation

That the information be noted.

## Council Meeting 15 December 2015

This item was moved forward and dealt with in conjunction with Planning and Environment Committee Item 5.2 - Pet Adoption Program.